THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) there have been a number of cases of land slide and rock falls in cuttings on Konkan Railway mostly during the monsoon period as under;

(i) In 1998 monsoon, there were 135 boulder falls and 7 major land slides.

(ii) In 1999 monsoon, there were 111 boulder falls and 22 major land slides.

(b) No, Sir.

(c) There are no special recommendations by the Committee on Railway safety regarding fencing on Konkan Railway apart from what is provided in the Indian Railways Permanent Way Manual. The provisions of the manual have already been implemented.

Railway Transport Planning

5159. SHRI BRATIN SENGUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) Whether it is a fact that Indian Railways do not have any machinery to collect data on the performance of its competitors, the Roadways;

(b) Whether it is also a fact that in this age of information technology, Indian Railways have no information on movement of non-bulk materials through Roadways; and

(c) Whether the Railway transport planning is done in darkness and without any care for the economic interest of this nation.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) While Railway maintain comprehensive records of the traffic carried by them, Roadways are not similarly organised to maintain these data. Some estimates prepared by committee / experts groups, based on certain assumptions are, however, available. The latest estimates from the Planning Commission are available only for 1995. According to these estimates the share of railways in the land freight traffic is about 40%.

Railway Transport Planning is based on total requirement of traffic and available resources for capacity augmentation. In order to increase the Railway's share in the total transportation, Railways have planned for a market-driven

and customer-focussed approach. To achieve this, Railways' policy contemplates strengthening the Railways' presence in the long-haul bulk movement and containerised cargo segments. With a view to recapturing the piece-meal, high rated general cargo, CONCOR's domestic division has started new service named "CONTRACK" in 1997. In the railway budget for 2000-01, the railways have set an objective to raise the rail share of freight traffic from 40% to 50% during the first decade of the new millennium. Achievement of this target will require a substantian augmentation of the line and terminal capacity on the saturated "High-Density Network", and a multi-pronged new Freight Policy with the following elements:

* Recovering non-bulk high value traffic through appropriate marketing effors.
* Providing incentives like "volume discount scheme".
* Offering the leasing route to Freight Forwarders in the Luggage Vans (SLRs) on popular mail and express trains.
* Facilitating warehousing at existing railway terminals as a marketing tool to attract traffic.
* Extending the new concept of Roll-On-Roll-Off (RO-RO) in freight movement. Trucks rolled on to flat wagons will be transported by Rail and unloaded from wagons at destinations to provide door to door collection and delivery. This has been successfully launched on the Konkan Railway.
* Running of fixed schedule freight trains and terminal operations.
* Launching the "Freight Operations Information System" (FOIS) to provide real-time information to customers in regard to booking, movement and delivery of freight consignments through Customer Service Cells to be set up on all Zonal Railways.
* Using the shadow-path created behind fast moving mail / express trains for speedy movement of freight traffic. High speed goods trains are slated to follow superfast express trains with adequate safety precautions to ensure expeditious transit of select high value and perishable goods.

Renovation of Ghoom Railway Station of Darjeeling

5160. SHRI DAWA LAMA: Will the Minister of RAILWAYS be pleased to state: